Ald. Browne moved in amendment, seconded by Ald. Cowan, that the clause be referred back to the Committee for further consideration.

The clause passed.

The third clause was altered so as to have all orders signed by the Engineer and at least one member of the Committee.

Ald. Stringer moved the adoption of the last clause, seconded by Ald. Cowan.

Ald. Skinner objected to the expenditure of $3,000 on the roof of the City Hall.

Ald Boyd held that the roof could not be repaired.

Engineer Tracy stated that to repair the roof would be simply throwing money away.

The clause in the report was passed, it being understood that tenders should be called for a Mansard roof, and also for relaying the present roof.

Adjourned at 11 p. m.

Council Proceedings.

Council Chamber, March 13th, 1883.

The Board of Aldermen met last night in the Council Chamber, there being present His Worship Mayor Meredith, Aldermen Birrell, O'Meara, Cowan, Skinner, Browne, Stringer, Moore, Boyd and Becher.

The minutes of the previous meeting were read and confirmed.

The Clerk read the following

COMMUNICATIONS.

From Mr. James Taylor, resigning his position as City Tax Collector. No. 1.

From French & Co., asking that they be not compelled to remove a sign in front of their photograph gallery. No. 2.

From Mr. C. N. Nelles, claiming $250 damages on account of an accident caused by a defective fire alarm wire. No. 2.

From J. A. Nelles, Secretary of the London Board of Trade, as follows:—I am directed by the London Board of Trade to draw your attention to a violation by the Great Western Railway Company of their lease of the London and Port Stanley Railway. By the 17th clause of the lease the freights charged from competing points easterly or westerly of London to this city are to be the same as to St. Thomas, whereas considerably higher rates are charged in some instances, notably in the carrying of coal, particulars of which will be given by the deputation from this Board (Messrs. John McClary, Thomas McCormick, A. D. Cameron and W. Y. Brunton) in case you be pleased to hear them on the subject.

Trusting you will take such action in the matter as will duly protect the rights of the citizens,

I have the honor to be, etc.

Referred to No. 1 Committee.

From Mr. I. Danks, Secretary of the Board of Water Commissioners, in reference to the supply of water to the Ontario Car Works. No. 1.

From the Sisters of St. Joseph's Asylum, enclosing an account for $262.50, for the keep of several old women at that institution. No. 3.

From the City Solicitor, in reference to the passing of a by-law governing the sale of goods on the Market Square by auctioneers. No. 3.

From a number of city sporting men, asking to be allowed to shoot clay pigeons on Harris' flats. No. 3.

RAILWAY MATTERS.

The following communication from the Solicitors of the London Junction Railway, Messrs. Fraser & Fraser, was read:—The Board of the London Junction Railway Company have received notice that the legislation applied for to the Dominion Parliament by the Credit Valley Railway Company, asking powers to construct, operate and work the London Junction Railway and the Ontario & Quebec Railway Companies, is being opposed by the Northern and Grand Trunk Railway Companies. Should this opposition prove successful the Board fear it will seriously affect the city of London, as it would prevent the city and the country west and south of the city from receiving the benefits of a competing line of railway to the seaboard.

The Board respectfully request the co-operation of the City Council in assisting the Credit Valley and London Junction Railways to obtain the legislation applied for.

As the Bill will come before the Railway Committee early this week, there is no time to be lost if the city desires to take action.

Ald. Birrell moved, seconded by Ald. Boyd, that it is in the opinion of this Council of vital importance to the city of London to obtain a competing line of railway to the seaboard;

And, whereas, the legislation applied for to the Dominion Parliament at its present session by the Credit Valley Railway Company, if granted, will give such competing line to the city of London and to a large portion of the county west and south of the city;

And, whereas, it has been made to appear to this Council that such legislation is being opposed by the Northern and Grand Trunk Railway Companies, and that such opposition, if successful, will be prejudicial to the interests of this city and the country west and south of the city;